

## CLAIMS

What is claimed is:

1. A tire comprising a crown reinforced by a crown reinforcement, two beads intended to  
5 be in contact with seats of a mounting rim and two sidewalls, each sidewall connecting said crown to a bead, this tire comprising first reinforcing threads forming a carcass reinforcement, each bead comprising an anchoring structure for the carcass reinforcement formed of at least one circumferentially oriented second reinforcing thread cooperating with an adjacent portion of the carcass reinforcement by means of an anchoring rubber material having an elasticity  
10 modulus at 10% deformation at least equal to 30 MPa, and axially on either side of the anchoring structure of the carcass reinforcement, a rubber mix referred to as a "decoupling mix", this decoupling mix having an elasticity modulus, at 10% deformation, less than half of the elasticity modulus of the anchoring mix.
2. The tire according to Claim 1, wherein each bead furthermore comprises a profiled  
15 element of rubber mix forming the outside of said bead, this profiled element, referred to as a "protecting profiled element" and intended to come into contact with a mounting rim of the tire, having an elasticity modulus for a deformation of 10% at most equal to 10 MPa, the decoupling mix being located between the protecting profiled element and the anchoring structure.
3. The tire according to Claim 1, wherein the modulus of the decoupling mix is at most  
20 equal to 20 MPa.
4. The tire according to Claim 2, wherein the modulus of the decoupling mix is at most equal to 20 MPa.
5. The tire according to Claim 1, wherein the first reinforcing threads are arranged adjacent in the circumferential direction in at least one circumferential alignment from at least  
25 one of said beads to one of said sidewalls to form a carcass reinforcement of the tire, the reinforcing threads of this reinforcement being oriented substantially radially.
6. The tire according to Claim 5, wherein the total of the average thicknesses of the decoupling profiled elements is at least equal to half the thickness of the bead, measured at mid-height of the anchoring structure.

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7. The tire according to Claim 1, wherein for at least one winding of circumferential reinforcing threads, said reinforcing threads cooperate on one hand, on a first side, with the anchoring mix, and on the other hand, on the second side, with the decoupling mix.
8. The tire according to Claim 6, wherein for at least one winding of circumferential reinforcing threads, said reinforcing threads cooperate on one hand, on a first side, with the anchoring mix, and on the other hand, on the second side, with the decoupling mix.

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